

INFORMATION

RE

ITY HALL, HONGKONG.
and MANAGERS.....E. S. WOLFE.
MANAGER.....W. H. ARLAND.
OF ORCHESTRA.....J. NEIHOF.
CTOR.....E. THORNE.

THE
STODON STAR MINSTRELS.

TO-MORROW AFTERNOON,
THE 19TH MAY.

D MID-DAY PERFORMANCE
FOR THE CONVENIENCE OF
SCHOOLS AND FAMILIES.

LAND SPECIAL PROGRAMME.
The accompanying Children will be admit-
ed.

PRICES.

Upper Portion of the House	\$0.50
Lower Portion of the House	\$1.00
Children	\$1.00
.....	\$1.50

SPECIAL ARRANGEMENTS FOR SCHOOLS.

TO-MORROW EVENING.
ENTIRE CHANGE OF PROGRAMME.
M. J. ABRAHAM'S
Agent.

St. George, 15th May, 1883. [448

TO LET OR FOR SALE.
This Possession from the 1st July Next.

MAILED. Consisting Twelve Rooms,
with Bath-Room and Dressing Room
and to each Bed Room. Gas and Water
to throughout the house, which has
been arranged in complete and newly

In addition to the usual Out-Office the Premises include commodious Stables and Coach-house, Gardener's Quarters, Fowl-house and Piggery.

In addition to the usual Out-Of-Office, the Premises include commodious Stables and Coach-house, Gardener's Quarters, Fowl-house and cage.

Spacious grounds comprise a pleasure ground planted with valuable Trees and Shrubs, an Orchard, and Tennis Lawn.

Terms and Further Particulars, apply to
D. E. CARRWELL,
"Fiducia,"
Hongkong, 18th May, 1883. [973

A CARD.

PRIVATE BOARD and LODGING can
be obtained for Single Gentleman or
Wed Couples at No. 6, Queen's Road East,
door to the Temperance Hall.
Terms moderate.
S. H. KONG, 18th May, 1883. [975]

**CANTON INSURANCE OFFICE,
LIMITED.**

NOTICE TO CONTRIBUTORS.

**BONUS of 10 % upon Contributions for
the year 1882 has this day been declared.**

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 15th May, 1883. [972]

“NAMO,”
will be despatched for the
Ports on SUNDAY, the 20th instant, at
EIGHT.
For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.
[969]
FOR MANILA DIRECT.
The Spanish Steamship
"BUTUAN."

ain Ojinaga, is POSTPONED until MON-
Y Next, the 21st instant, at Five P.M.
or Freight or Passage, apply to
DUNN, MESBYE & Co.
ongkong, 17th May, 1883. (970)

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
Carrying Cargo and Passengers at through rates
to NINGPO, CHEFOO, NEWCHANG, TIENTSIN,
HANKOW, and Ports on the YANGTZE.)
The Company's Steamship

"ACHILLES,"
 Captain Anderson, will be despatched on or
 at the 24th instant.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents,
 Hongkong, 17th May, 1883. [971]

"ROSA MADRE,"
D. Ottone, Master, will load here for the
Port and will have quick despatch.
For Freight, apply to

ARNOLD, RAEBERG & Co.
Kongkong; 18th May, 1883. 1974

NOTICE.

GENERAL MEETING of the MEMBERS of the ENGINEERS' INSTITUTE will be held THIS EVENING the

at Eight P.M., in the Hall of
INSTITUTE.
J. K. REBBECK,
Hon. Secretary.
Hongkong, 10th May, 1883. [927]

WANTED.

BY A YOUNG MAN, 25 years of age, having already had a general business experience three years. A SITUATION as SHIP-BOARD CLERK or GENERAL ASSISTANT in a Merchant's Office. Possesses a fair knowledge of the French language, and can give

1st class references.
 Address
 A. B.,
 Care of "Daily Press" Office.
 Hongkong, 17th May, 1893. [968]

WANTED.—EMPLOYMENT as SHIP.

Y. PING CLERK or in any similar
 ability, by an energetic YOUNG MAN. Good
 testimonials. Address
 T. H.,
 Care of "Daily Press" Office,
 Hongkong, 15th May, 1883. 1955.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.
NOTICE TO SHAREHOLDERS.
FIRST INTERIM BONUS of Twenty
per Cent upon Contributions for the
1900.

WARRANTS may be had on application at the
Office of the Society on and after the 21st inst.
By Order of the Board.

DOUGLAS JONES,
Acting Secretary.

Hongkong, 7th May, 1893. 1906

**HONGKONG FIRE INSURANCE
COMPANY, LIMITED.**

NOTICE.

HARBOLDERS are notified that on
presentation of their Share Certificates at

Head Office of this Company New Scrip
To be issued in exchange, in accordance with
recent Resolution sub-dividing each old
share into four new ones.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 3rd May, 1883. (880)

100

ECONOMY IN GAS.

STIGGS' FLAT FLAME BURNERS effect an economy in gas of 30 Per Cent. And can be readily attached to ordinary Gas-lights and Bunsens.

STIGGS' NEWEST BURNERS with artistic shades for Drawing Room and Dining Room.

LANE, CRAWFORD & Co. Agents for Hongkong.

ARTISTIC PORCELAIN MENU STANDS. HAND-POURED MENU and NAME CARDS.

LANE, CRAWFORD & Co.

DEVON'S NONPAREIL KEROSINE, 150 degrees fire heat, a perfectly safe oil.

LANE, CRAWFORD & Co. Hongkong, 5th May, 1893. [632]

NOTICE.

A. S. WATSON AND CO. FAMILY AND DISPENSARY CHEMISTS.

By Appointment to His Excellency the Governor and his Royal Highness the Duke of Edinburgh.

WHOLESALE AND RETAIL DRUGGISTS, PERFUMERS.

PATENT MEDICINE VENDORS. DRUGGISTS' SUPPLIES, AND AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED. PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON & Co., or

HONGKONG DISPENSARY. [23]

NOTICES TO CORRESPONDENTS. Communications to Editorial writers should be addressed to "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, MAY 18TH, 1893.

The Ta-tsing Dynasty is not yet, apparently, so firmly rooted in China as to feel secure against conspiracy. It has indeed, thanks to the assistance of the Western "barbarians," triumphed over one of the most formidable insurrections that ever, either in ancient or modern times, convulsed a nation, but the germs of discontent still exist, and now and again some of these seeds spring up and cause intense disquiet to the Imperial Government. According to the accounts in the Shanghai papers a dangerous outbreak has just been strangled in its infancy at Wuchang. The Kai Lien Chiao, or White Lily Sect, one of the most influential and redoubtable secret societies in the Central Kingdom, had developed a plot for a rising at Wuchang on the 4th instant, when it was intended to set fire to the Yellow Stork Tower and the monastery at Shu Chuanfeng, to break open the gates, put all the officials to death, sack the treasury, and seize possession of all the arms and ammunition, with which the rebel following would have been armed, and the city would then have been placed at their mercy. This plot was discovered just in the nick of time, and the ring-leaders of the movement arrested before their plans could be carried into execution. They were, according to Chinese custom, promptly subjected to the severest torture, under the influence of which they laid bare many details of the conspiracy, and avowed that the society, which is very extensive, has its ramifications in every part of the empire. As is usual with Chinese officials in such cases, they were terror-struck, and their very fear probably caused them to be more reluctant in their treatment of the prisoners, for on the evening of the same day they were examined thirty-five of the conspirators, or persons accused of connection with them, lost their heads. The severity shown to the nihilists in Russia is leniency beside the treatment accorded to political offenders in China. Thirty-five gory heads now decorate the city-gates of Wuchang, as a warning to all enemies of the Sublime Pure Dynasty; it is thus the patriarchal Government of China maintain their ascendancy over the minds of the people. The rule by fear, the *argumentum baculum*, is the only mode of government in which the Chinese Authorities believe. They examine prisoners with the aid of hideous tortures; they hew off their heads on the slightest evidence of even remote connection with any political conspiracy. They suppress rebellions by depopulating the districts in which they occur; they make no discrimination between the innocent and the guilty, the vile conspirator and his innocent dupes; they have no faith in the policy of conciliation. They may be right from their point of view—leniency might possibly be mistaken by the ignorant sons of Hun for timidity—but the barbarities committed in China in the name of justice are sickening to Europeans, who would use especially at the free and constant use of torture in the courts of justice. The misgovernment of the mandarins, the corruption, the abuses that prevail in China are sufficient in all truth to excite discontent among the most law-abiding people, and when to these sources of dissatisfaction is superadded the secret dissatisfaction against Manchu rule, it is not surprising that sedition should exist, if usually *perdu*, more or less throughout the northern provinces. The admission of Wuchang from the miserable wretches at Wuchang that the White Lily Sect has its adherents in every portion of the Empire is borne out by the fact that there have been disturbances at Wuhu and other places, and much uneasiness felt in various cities, Canton among the number. The merchants and shopkeepers in the towns

as a rule have no sympathy with insurrectionary movements, knowing by dim-al experience that in any outbreak they will be the first to suffer, and that too at the hands of both rebels and rulers. At the time of the Taiping Rebellion the people dropped the advent of the Imperial troops scarcely less than that of the Long Haired rebels; the soldiers of the Emperor plundered His Majesty's loyal subjects with an unsparing hand as did the followers of HUNG SIU-TSUN. The shopkeepers hear whispers of coming trouble before the officials get word of it, but they seldom dare to reveal anything, for fear they should be marked down for vengeance by the leaders of these Societies, and the Authorities have certainly never so gained the confidence of the people as to lead them to give warning of any impending revolutionary movement. The malcontents will be rendered cautious by the sudden and severe check received by them at Wuchang, and probably no more will be heard of the White Lily Sect for some time. But the Imperial Government may also learn a lesson from the discovery of the conspiracy. With an energetic secret society at work throughout the empire labouring for the subversion of the dynasty, they may rely upon it that the first opportunity for a successful outbreak will be utilised. The Peking Ministry should therefore beware how they embroil themselves with foreign states. The Taiping Rebellion attained its greatest dimensions during the War with England and France; another struggle with France might equally be attended with some new and disastrous result.

Telegrams for Bangkok can go forward by mail closing at Singapore at 5 p.m. to-day, the 18th instant.

The next two direct steamers, with the fifth and sixth, will leave for the Continent for this port yesterday morning.

The Ocean Steamship Company's steamer *Adriatic*, from Liverpool, left Singapore on Wednesday afternoon for this port and Shanghai.

We are requested to state that the Right Rev. Bishop Burton will preach the sermon at the eleven o'clock service in the Cathedral on Sunday next (Trinity Sunday). At seven o'clock p.m. the Bishop will hold a confirmation; and at eight o'clock p.m. a service for the children of the colony will be presided over by the Colonial and Military Chaplains.

A medical gentleman, Dr. Macpherson, has been appointed a Coroner and a Justice of the Peace at Singapore. Commenting on this appointment, the *Strait Times* says:—It has long been urged by those who regard that the medical man of the Colony should be entrusted with the Coroner's duties, but we believe Dr. Macpherson is the only official pale who has had that honour conferred upon him by the Government.

The Government has decided to issue a new edition, and it is to be hoped the result will encourage it to widen the list of medical coroners, and either give fixed salaries or allow more liberal fees for the work, commensurate with the labour and loss of time attendant on so arduous a duty.

The Ministry has the following quaint and characteristic reference to the political situation in China:—"China is apparently going to fight all the world. There is France going to settle her old score with Japan; there is England going to settle her old score with China; and there is China going to settle her old score with all the world."

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The Agent, informed that the Messageries Maritimes steamer *Amazon*, with the port of call at Saigon for this port at 6 p.m. on Wednesday.

We are asked to point out that the annual meeting of St. Peter's (Siam) Church will not be held, owing to the confirmation at the Cathedral; but that there will be a short service instead, with address to season and others, at 5 p.m.

LATEST TELEGRAMS.

RUTHERFORD'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

(FOR EASTERN EXTENSION, AUSTRALIA, AND CHINA TELEGRAPH CO.'S LINE).

FRANCE AND CHINA.

The French Chamber of Deputies has passed a vote of credit for measures in Tonquin. The French Ministry of Foreign Affairs stated that no danger was to be apprehended from China.

POLICE COURT.

17th May.

THEO. CAPT. H. G. THOMSON, R.N.

THE GENTLEMAN.

A woman named Anna, carrying on business in one of the shops in Graham-street, and giving her name as Anna, was brought up in custody on a charge of having been guilty of a breach of the peace, by assaulting P.C. Mahomed Jan, on Wednesday evening.

On the occasion named the deposed guardian of the peace was the victim of Graham-street, when his assistant was assaulted by the defendant, who was then a woman, and proceeded down the street he came upon the young lady, who had been with her, and in a quarrel with another woman and a man, in the centre of a very much increased audience. He tried to persuade the fair foreigner to retire to her dwelling, but she refused to do so, and he then walked off to the Police Station, where he passed a quiet night in the lock-up. Yesterday morning the defendant was brought up for trial, and had the option of trial by jury or by a magistrate. She chose the latter, and the Colonial Magistrate, by a contribution of a dollar, or spending four days in Mr. Hayward's charge. She chose the former.

William Clark, a tailor of the deep at present living in this colony on his private means, was brought before the court on a charge of having been guilty of a breach of the peace, by assaulting P.C. Mahomed Jan, on Wednesday evening.

The defendant admitted the correctness of the charge, and said he had left an American ship and now had no place to go. His name was not being equal to the discharge of a dollar, and he was provided with a place to go for six days.

LARGE CHIEF.

Chin Chan, coolie, admitted a charge of stealing in public, valued at \$2.50, belonging to the British Harp, on the 16th inst. The prisoner was one of a number of coolies who were at work on board the *May* and *Lebanon* on Wednesday. The prisoner was a small, thin, and pale man, with a high forehead, and a few strands of grey hair. He was dressed in a blue shirt and trousers, and was wearing a white headcloth. He was brought up in custody on a charge of having been guilty of a breach of the peace, by assaulting P.C. Mahomed Jan, on Wednesday evening.

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talent, it may be stated that he is probably the most successful of modern writers for the stage. "Our Club," an original comedy, was produced at the Strand Theatre a few weeks ago, is perhaps his best work. "Gonyea," his latest effort, "The Colonel," which stands foremost, and has enjoyed the unique distinction of having been recently played before the Queen.

Mr. Burnand's connection with Punch may be said to have commenced about 1870, when, at school days, he contributed a few lines to the weekly joke which went by the name of "Punch." He mentions a little incident with regard to a sketch he sent up from Cambridge, which is interesting as exemplifying the strict integrity of John Leech. Mr. Burnand illustrated one of his jokes by a sketch of a dean and an undergraduate, the former being a faithful copy of a picture of a dean which Leech had by accident.

In admitting this contribution to John Mark Lemon, Mr. Burnand pointed out the fact, and suggested that the likeness should be preserved. This, was faithfully and clearly done by Leech, who, moreover, was careful not to take credit for the sketch, but signing his name below the drawing as "Punch." After this, Mr. Burnand sent up a story, and a sketch of his idea, the conscientious artist, in adopting the suggestion, never attempted to claim the drawings as original, though he had, indeed, "invited them with his artistic merits" he possessed.

Mr. Burnand did not, however, content himself with writing' regularly for Punch, but he went on to write after the production of his first piece—"Dido"—at the St. James's Theatre, having up to that time chiefly devoted his talents to *Pan*, then recently started. *Pan* was enrolled on the staff of *Punch* in consequence of the success of his "Dido" and novel, "The Colonel," which "Punch" has since the first popularly supposed to be the author. He ever since been closely identified with the paper, and though he published writings all four columns of the Catalogue at the British Museum, nearly all his work has originally appeared in the pages of *Punch*. His writings, during the last few years, consist of the best productions of the age, and the first series—and perhaps, the second, also—will probably descend to posterity. Unfortunately, he has committed the error of too often reverting to the same style, which has, in consequence, somewhat lost its highly original flavor. His best pieces of humour are extremely funny, and his line of humour he has no rival. Nearly all these parodies have been published, and are extremely popular, both here and in America, especially "Strampore," a burlesque novel after Quixote, "What's to

Captain Hawley Smart's sporting novel
and "The Ride to Khiva" (a burlesque

[illegible]

INTERESTING DISCOVERY.

M. Maspero, the distinguished archaeologist, has just announced the discovery of a Coptic church of the fifth century among the ruins of Thebes. Last year he found under a tomb a sarcophagus of limestone covered with inscriptions. Having had this removed recently, he found a Coptic inscription on one corner of it. Prosecuting his researches he discovered the church.

accepted with bricks and rough cast, bearing inscriptions. Among many interesting curiosities is a stela covered with a white substance, on which are traced in red ink 300 lines in Theban dialect, forming part of a sermon directed against Monophysite heretics.

A DOG WITH A HANDLE.

A pug, with a natural handle by which it affectionately and devoted mistress can lift him over muddy crossings, in order that he may not spill his feet, sounds from Paris by the information that a dog from Paris by the name of York, such animals are, it is said, coming into vogue. The idea is the invention of a veterinary surgeon, and is declared to be not only simple but painless. A dog is shaved the dog nearly, scarifies the tip of its tail, makes an incision for the reception of a little beneath the skin of the animal. The tip of the tail, which during the operation is held in the hand, is then, fitting the device with the handle of the scalpel used, a sufficient excavation is made, he inserts the tip of the tail in the wound, and secures it by a bandage it there'. Some little inconvenience arises for a few days, as the animal's tail naturally will not wag with freedom; but this happens, after one single day during the first few days the dog rarely feels called upon to wag, an extravagant delight. The pug, especially he, however, and there is the danger, being attached at both extremities, forms a natural and convenient handle. Some old-fashioned people prefer the handle, with or without bells, to which was formerly attached the handle of the dog, and the sentiments of the literary animals be ascertained, it is highly probable in spite of all that is said on behalf of the new idea, that they, too, would be found to be only moderate admirers of the veterinary surgeon's ingenuity.

What will be the highest water level? The bridge has been made (for navigation), for the New York, Lake Erie, and Western Railroad over the Kinkora Creek, four miles from Alton, in McKean County, at a height of 2,100 feet above sea level. At this work of art, designed by Messrs. Barnes & Fagely, will be seen a length of 876 feet between abutments, and a total length of 301 feet between the ends of the rail and the bed of the river. The line is supported on 20 straight piers wrought ironwork, 61 feet apart. The construction requires nearly 4,000,000 lbs. of about 7,000 yards of masonry, and the cost about \$300,000. This bridge, exceeding 1000 in length, is the longest suspension bridge ever built. The Postage Railway Bridge was recently stated by the *Scientific American* to be "the highest in the world." But it is still slightly below the railway viaduct of Garabit, in France, now being erected as a river. The locality is in the department of Cantal. This bridge, placed upon a rocky base, has a total length of 1640 ft. (or 1890 feet), and near the middle of the gorges arch (which is the most remarkable feature) the height from the bed of the river to the rail is 124 metres; or 413 feet. A good idea of the height is given in the sketch where it is shown that the water level when it is in flood does not reach the top of the Column placed on the top of the towers would clear the arch. The viaduct was begun in 1891, and it is to be completed next year. It is estimated to cost at least 3,000,000.

Intelligence in the early years of the nineteenth century travelled by a process so slow that it amuses us now to hear of it. It was thought to be the best of its kind, and the best of anything better. When the battle of Waterloo was fought, and the dispatches three days after reached London, they were printed in newspapers, and newspapers were loaded (into mail-coaches) by day and night these coaches were sent off at their paces, and the news of the battle was waiting to get a newspaper, or a word of tidings from the guard. In every little town as the hour approached for the arrival of the mail, the citizens hovered about their doors, waiting restlessly for the expected news. When the mail arrived, the man on the horse placed, plunging with branches—the post-fakker, that a battle had been fought and victory gained. Eager groups gathered. The guard, as he handed out his mail-bags, told of the decisive victory which was crowned and sealed with the death of Napoleon. The post-fakker, cracked his heels, the guard's horn gave forth once more its notes of triumph, and the coach set off, bearing the thrilling news to each of their districts. Thus was the intelligence conveyed during the first thirty years of our century, by means of mail-coaches which carried the news at the rate of about thirty miles a day. It was not very long since there has been no way of performing a journey so rapidly by mounting on a horse's back—a well-known fact as being trotting along thirty miles daily. Haggard for news, the towns were sententious little travellers, therefore without roads. It was on the eighteenth century advanced that with applied herself in earnest to the construction of tolerable highways. Her eyes of coach travelling, struggled into patience as she rode the roads for miles and miles. Early in the century she addressed the electors of Bristol, then from London on that errand in little twenty-four hours; but this was done at almost an incredible speed. Towards the close of the century, the roads were improved, and the journey from Edinburgh to London in three days and nights. But judicious friends were full of the dangers of this enterprise, told him that several persons who had gone so rash as to attempt it had been killed from the mere rapidity of the motion.

Blankets, 9 lbs., per pair.	\$3.7
Blankets, 10 lbs., per pair.	\$4.2

.89	to .910
.91	to .920
.92	to .930
.93	to .940
.94	to .950
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2.45	to 2.460
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2.47	to 2.480
2.48	to 2.

STUDYING

	PLAC AND EIG.	TONS.	CONSIGNEES.
HONGKONG.			
STEAMERS.			
	Brit. str.	1458	Jarline, Matheson & Co
	Brit. str.	366	Douglas, Lupstad & Co
	Ger. str.	420	Wiesler & Co
	Ann. str.	317	Order
	Brit. str.	2787	O. & O. S. S. Co
	Brit. str.	354	Thong Hai & Co
	Brit. str.	854	Gibb, Livingston & Co
	Spain. str.	834	Dann, Malyhe & Co
	Chi. str.	1096	O. M. S. N. Co
	Brit. str.	992	Thorn & Howard & Co
	Brit. str.	561	Yuen Yat Hing
	Brit. str.	1087	Adamson, Ball & Co
	Brit. str.	1339	Russell & Co
	Brit. str.	117	H. & W. Dook Co
	Brit. str.	1411	Jardine, Matheson & Co
	Brit. str.	626	Adamson, Ball & Co
	Brit. str.	9235	Butterfield & Swire
	Brit. str.	1354	H. C. & M. Steamboat Co
	Brit. str.	334	Russell & Co
	Brit. str.	1001	H. C. & M. Steamboat Co
	Brit. str.	983	H. C. & M. Steamboat Co
	Brit. str.	620	Russell & Co
	Frenc. str.	1276	Messageries Maritimes
	Ger. str.	980	Russell & Co
	Brit. str.	855	Yuen Yat Hong
	Brit. str.	862	Douglas Laprak & Co
	Brit. str.	791	Siemssen & Co
	Brit. str.	1543	H. C. & M. Steamboat Co
	Brit. str.	1049	Jardine, Matheson & Co
	Brit. str.	383	Order
	Brit. str.	56	H. C. & M. Steamboat Co
	Ger. str.	393	Wiesler & Co
	Brit. str.	652	H. C. & M. Steamboat Co
	Brit. str.	1193	Butterfield & Swire
	Brit. str.	298	Kwok Ah Shong & Sons
RAILING VESSELS.			
	Amer. bk	993	Siemssen & Co
	Amer. bk	384	Russell & Co

son	Siam. sh	836	Chinese
	Brit. bk	360	Russell & Co

any	Ger. bk	400	Butterfield & Swire
	Brit. bk	447	Wolter & Co
	Brit. bk	434	Russell & Co
	Brit. bk	836	Hing Lee
	Brit. bk	1129	Ed. Schallhaus & Co
ed	Brit. sh	835	Ed. Schallhaus & Co
	Aust. bk	1139	Russell & Co
	Brit. sh	1382	Stamensen & Co
stach	Brit. sh	1327	Caplan & Co
	Ger. bk	459	Bornae Co
	Brit. sh	381	Stamensen & Co
mpson	Amer. sh	1576	Russell & Co
	Amer. sh	1134	Essential & Co
men	Ger. sh	353	Wolter & Co
	Amer. sh	1297	Stamensen & Co
er	Ger. sh	1283	Ed. Schellhaus & Co
	Brit. sh	1395	Arnhold, Karberg & Co
on	Ger. bk	417	Ed. Schellhaus & Co
ft	Amer. bk	612	Russell & Co
ny	Ger. bk	382	China
sh	Dan. bk	353	Pattina & Co
ny	Ger. sh	245	Ed. Schallhaus & Co
wa	Ger. sh	583	Meyer & Co
ni	Ger. sh	454	Wolter & Co
awaki	Ger. bk	368	Melchers & Co
giffon	Fr. bk	405	Orléans
hilton	Amer. sh	1350	Edward Schellhaus & Co
	Brit. bk	361	Bornae Co
	Amer. bk	1156	Russell & Co
Nelson	Brit. sh	330	Rozario & Co
	Amer. bk	745	Arnhold Karberg & Co
	Ger. bk	748	Stamensen & Co
	Amer. bk	1133	Russell & Co
	Brit. sh	69	Orléans
Stem. sh	China	842	China
hob	Ital. bk	910	Russell & Co
Tele	Ital. bk	911	D. Musso & Co
Amer. sh	Amer. sh	1418	Melchers & Co

er	Amer. sh	1058	Captain
	Brit. bk	473	Chinese

Brit. sh.	390	Ban Guan Leong
MACAO.		
Brit. sh.	115	H. C. & M. Steamboat Co
WHAMPOA.		
Ger. br.	484	Wiesler & Co
Fr. br.	357	Carlowitz & Co
CANION.		
Brit. sh.	290	James M. Matheson & Co
Ch. sh.	984	C. M. & S. N. Co
Brit. sh.	954	Siemssen & Co
AMOY.		
IN PORT ON 12TH MAY, 1883.		
Ger. sh.	356	Pasendag & Co
Brit. sh.	253	Pasendag & Co
Ger. sh.	250	Boyd & Co
Brit. sh.	327	Pasendag & Co
Brit. sh.	400	Pasendag & Co
Brit. sh.	313	Russell & Co
Brit. sh.	28	Orler
Brit. sh.	28	A. B. Peterson & Co
Brit. sh.	274	Boyd & Co

FOOCHOW.

		IN PORT ON 12TH MAY, 1888.	
ul	Brit. bk.	375	Kaw Hong Take & Co
	Brit. bg.	365	Johnson & Co
	Brit. bk.	357	Stiensson & Co
SHANGHAI.			
		IN PORT ON 12TH MAY, 1888.	
	Brit. bk.	444	Drysdale, Ringer & Co
	Brit. bk.	289	Nils Moller
	Brit. bk.	300	Nils Moller
mon	Brit. bg.	201	Macdonald & Co
	Chit. bk.	472	M. B. N. S. Co
	Brit. bk.	218	Jessie, Matheson & Co
	Brit. bk.	215	Matheson & Co
ding	Brit. bg.	285	Jessie, Matheson & Co
	Amer. bk.	1641	Reasell & Co
ny	Chit. bk.	700	Reasell & Co
	Nor. bk.	437	Watkinson & Swire
ny	Amer. bk.	1080	Fraser & Co
	Amer. bk.	119	Reasell & Co
	Brit. bk.	123	Reasell & Co
	Chi. bk.	840	M. B. N. S. Co
son	Amer. bg.	278	Reasell & Co
	Brit. bk.	223	Morris & Co
erson	Brit. bk.	253	Morris & Co
	Amer. sch.	628	Russell & Co
ams	Amer. sch.	239	Fraser & Co
mers	Brit. bk.	248	Adamson, Bell & Co
sons	Duk. bk.	240	Schellham & Co

\$1,800 to 1,050	Peas, Black, per plev
\$125 to 135	Peas, Yellow, per plev

[illegible]

CAPTAIN.	FLAG AND REG.	TONS	CONSIGNEE
NAGASAKI.			
IN PORT ON 5TH MAY.			
Winn	Amer. sh	1384	C. & J. Trading
Tarpu	Brit. sch	1712	H. H. H. Kinsler
Chitosewa	Jap. sch	409	M. M. H. Co.
Alfon	Jap. ste	1010	
Inokyo	Brit. bk	325	Holmes, Binger
Societal	Jap. bk	393	M. M. H. Co.
Hennester	Nor. bk	581	
YOKOHAMA.			
IN PORT ON 5TH MAY.			
Bruss.	Ger. bk	42	Walsh, Hall & Co.
Tibbey	Aus. sch	598	J. D. Carroll & Co.
Boyl	Ger. bk	670	P. Sohn
Offensen	Ger. bk	608	Ordor
Clark	Amer. sh	1715	C. & J. Trading
Coasting	Ger. bk	339	Groscher & Co.
Westergaard	Ger. bk	416	J. E. Collyer & Co.
Iphand	Ger. bk	235	Boys & Co.
Gadd.	Brit. bk	295	Groscher & Co.
Watts	Amer. sh	1158	Traders' Factor
Abbot	Amer. sh	60	Traders' Factor
—	Ger. sch.	46	F. Bohm
F. Duham	Ger. bg	319	J. E. Collyer & Co.
Hamilton	Amer. bk	339	J. E. Collyer & Co.
D. Pierce	Amer. sch	85	Capital
Littele	Amer. sh	1473	J. E. Collyer & Co.
D. H. Rivers	Amer. sh	1473	C. & J. Trading
Sinclair	Brit. sch	150	Adams, Bell & Co.
Hamilton	U. S.	1784	C. & J. Trading
F. Mayer	Ger. bk	936	J. E. Collyer
MANILA.			
IN PORT ON 30TH APRIL.			
1.	Amer. sh	1485	Smith, Bell
2.	Brit. sh	695	Tilson Hearn
3.	Ras. sh	784	Barb Senior & Co.
4.	Brit. bk	442	Peole, Hubble
5.	—	—	W. F. Searns
6.	Amer. bk	1473	Smith, Bell
7.	—	—	—

Ger. bk	100	Smith, Saml
Ger. bk	667	W. F. Stevens
Drif. bk	050	Rees, Senior

6	Sgt. bk	1358	Martin, <i>1876</i>
7	Swd. bk	708	Martinez & Co.
8	Amr. bk	1027	Perle Hubbard
CEBU.			
In Port on 30th April.			
6	Ger. bk	317	Smith & Co.
7	Ger. bk	453	Luio Herrera
8	Ger. bk	1218	Maslow & Co.
9	Aus. bk	1393	Smith, Bell & Co.
HOLL.			
In Port on 30th April.			
6	Ger. bk	587	Ker & Co.
7	Span. bk	636	Kar & Co.
8	Amr. sh	1193	Smith, Bell & Co.
9	Amr. bk	1513	Mason & Co.
10	Amr. sh	1190	Kar & Co.
ANNIO MAJESTY'S SHIPS IN THE CHINA			
REG.		CAPTAIN.	
DATE.	NAME.	R.P.	
1	steamer	4	Com. Higgs
2	steamer	4	Com. Higgs
3	steamer	14	Capt. R. E. T. H.
4	steamer	14	Capt. R. E. T. H.
5	steamer	14	Capt. H. N. Hip
6	steamer	14	Capt. A. N. Hip
7	steamer	14	Capt. A. N. Hip
8	steamer	14	Capt. A. N. Hip
9	steamer	14	Capt. A. N. Hip
10	steamer	14	Capt. A. N. Hip
11	steamer	14	Capt. A. N. Hip
12	steamer	14	Capt. A. N. Hip
13	steamer	14	Capt. A. N. Hip
14	steamer	14	Capt. A. N. Hip
15	steamer	14	Capt. A. N. Hip
16	steamer	14	Capt. A. N. Hip
17	steamer	14	Capt. A. N. Hip
18	steamer	14	Capt. A. N. Hip
19	steamer	14	Capt. A. N. Hip
20	steamer	14	Capt. A. N. Hip
21	steamer	14	Capt. A. N. Hip
22	steamer	14	Capt. A. N. Hip
23	steamer	14	Capt. A. N. Hip
24	steamer	14	Capt. A. N. Hip
25	steamer	14	Capt. A. N. Hip
26	steamer	14	Capt. A. N. Hip
27	steamer	14	Capt. A. N. Hip
28	steamer	14	Capt. A. N. Hip
29	steamer	14	Capt. A. N. Hip
30	steamer	14	Capt. A. N. Hip
31	steamer	14	Capt. A. N. Hip
32	steamer	14	Capt. A. N. Hip
33	steamer	14	Capt. A. N. Hip
34	steamer	14	Capt. A. N. Hip
35	steamer	14	Capt. A. N. Hip
36	steamer	14	Capt. A. N. Hip
37	steamer	14	Capt. A. N. Hip
38	steamer	14	Capt. A. N. Hip
39	steamer	14	Capt. A. N. Hip
40	steamer	14	Capt. A. N. Hip
41	steamer	14	Capt. A. N. Hip
42	steamer	14	Capt. A. N. Hip
43	steamer	14	Capt. A. N. Hip
44	steamer	14	Capt. A. N. Hip
45	steamer	14	Capt. A. N. Hip
46	steamer	14	Capt. A. N. Hip
47	steamer	14	Capt. A. N. Hip
48	steamer	14	Capt. A. N. Hip
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88	steamer	14	Capt. A. N. Hip
89	steamer	14	Capt. A. N. Hip
90	steamer	14	Capt. A. N. Hip
91	steamer	14	Capt. A. N. Hip
92	steamer	14	Capt. A. N. Hip
93	steamer	14	Capt. A. N. Hip
94	steamer	14	Capt. A. N. Hip
95	steamer	14	Capt. A. N. Hip
96	steamer	14	Capt. A. N. Hip
97	steamer	14	Capt. A. N. Hip
98	steamer	14	Capt. A. N. Hip
99	steamer	14	Capt. A. N. Hip
100	steamer	14	Capt. A. N. Hip

3-screw gun-vessel	5	1010	Commander Coll
	2	340	In reserve

FLAG.	SUBS.	R.F.	CAPTAIN.
American garbato	7	50	Captain Solanus
American garbato	5	250	Commander Caffery
American corvette	1	150	Commander L.
American corvette	8	—	Captain Alex. H.
American frigata	—	—	Captain J. E. R.
American ironclad	18	300	Captain Giers
American transport	7	80	Captain Koltz
American corvette	8	80	Commander St.
American garbato	7	100	Commander Kl.
American corvette	—	375	Commander B.
American corvette	14	750	Captain D. de
American garbato	16	40	Captain G.
American garbato	6	700	Captain R.
American garbato	8	700	Commander G.
American garbato	7	800	Commander T.
American garbato	7	800	Commander V.
American garbato	6	200	Captain G.
American garbato	8	—	Captain P.

American frigate	14	800	Captain Skerret
... ..	7	80	Commander Boy

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